

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" E. Meiers	WEDNESDAY, 26th January, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YOROK" Capt. J. Randemann	About WEDNESDAY, 26th January.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COLENS" Capt. H. Raegenet	FRIDAY, 28th January, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About SATURDAY, 31st January.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	End of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th January, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Bourge	17th Jan., P.M.
MARSEILLES, VIA PORTS	OCRAHIE	Sellier	18th Jan., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BERIC	Guionnet	31st Jan., P.M.
MARSEILLES, VIA PORTS	NERA	Martin	1st Feb., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interceptors meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

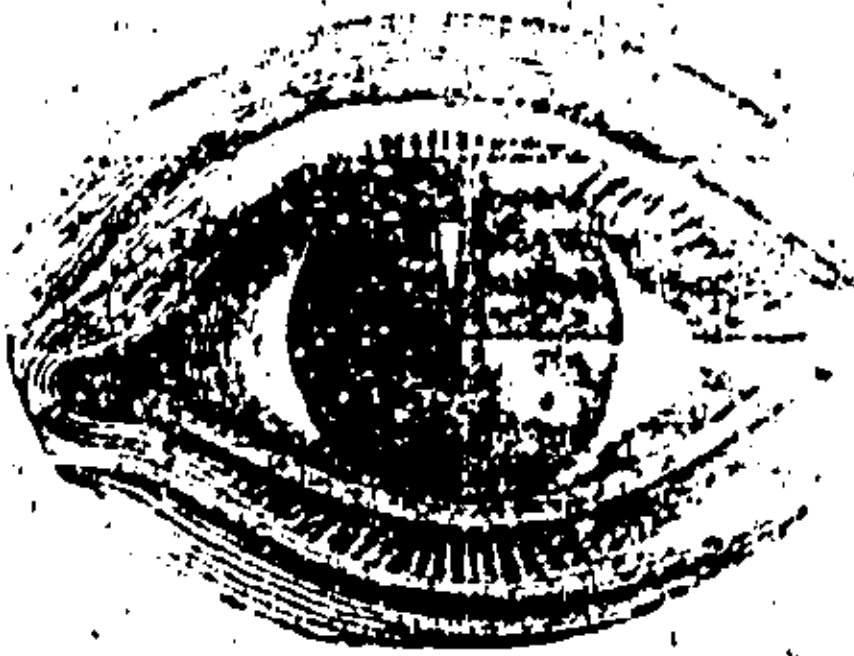
AGENT,

QUEEN'S BUILDINGS.

Hongkong, 4th January, 1910.

Intimations.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, John Street, Bedford Row, W.B.	CALCUTTA, 19, Mallick Street	SHANGHAI, 16, Nanjing Road
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F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LADDERHOES,
etc., etc.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th March, 1909.

JAPANESE MASSAGE.

Massieur MEIJI SHA,

GRADUATE OF

KOBE MESSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCE.

No. 17, WANCHAI ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910.

AN APPEAL.

THE SUPERIORS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiors will also be most grateful
for any FANCY, or old BURLAP, to be made
into Rugs for the Children of the Poor Schools,
who are taught by the Sisters.

Wanchai Road, "The Ape," 1910.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length..... 515 ft.	Docking Length..... 376 ft.	Docking Length..... 481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plan and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock and for taking Sailing Vessels in or out of the b... The floating derrick is capable
of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that
of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst
under repairs.

Telephone: Nos. 876, 104, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebert, Bootle, A. 1, and Wathills.

Yokohama, April 28th, 1903

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

To, et.

GODOWNS in MA 5 LANE between
Wyndham and ... and Streets lately
fitted by Messrs. Barretto and Co. suitable
for Cinematograph show or storage.

Apply to—

DAVID SASSOON & Co., LD.
Hongkong, 13th January, 1910.

TO LET.

GODOWN No. 10, (A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 11th September, 1909.

TO LET.

OFFICES and ROOMS on the 2nd
Floor of No. 14, Des Vaux Road
Central (formerly occupied by Messrs. Shewan,
Tomes & Co.)

Apply to—

THE COMPTROLLER DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909.

TO LET FURNISHED.

"TANTALLON," 126A, Barker Road
Rent \$225.00 per month. Seen by
appointment only.

Apply to—

GODDARD & DOUGLAS.
Hongkong, 8th December, 1909.

TO LET—FURNISHED.

FROM 1ST APRIL NEXT.

No. 7, PEAK ROAD known as "Kurrib-
jan" a SIX-ROOMED HUNGALOW
with good servants' and coolies' Quarters and a
Garden.

Apply to—

DAVID SASSOON & CO., LD.
Hongkong, 12th January, 1910.

TO LET

KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., LD.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

TO LET.

IN No. 4, DES VEAUX ROAD CENTRAL,
One Godown.

In No. 1, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31,
WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., LD.
Hongkong, 18th November, 1909.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 2nd October, 1909.

RUBBER RETURNS.

Ledbury (Barker and Co.)
Dec. '09 12 mos. Dec. '08 12 mos. '08
5,270 55,970 1,139 28,056
Pegoh (Derrick and Co.) 2,316 lbs for Dec.
Straits Settlements (Bertram) Dec. output
13,500 dry.
Seremban Rubber Estates, Dec. crop 21,007
lbs.

Allagar Estate (McAlister & Co.) 2,000 lbs.
for December.

The Planters Stores Agency has received a
London wire that the average price of Planta-
tion is seven and sixpence half-penny to-day.
1909 RUBBER PRICES.

The following figures of the average prices
realized at public auction for No. 1 plantation
Para during 1909 may be of interest.

January 5.24	July 7.48
February 5.3	August 7.4
March 5.4	September 8.7
April 5.5	October 9.08
May 5.64	November 8.91
June 6.34	December 7.31
Average 5.44	Average 8.1
Jan-June 5.44	July-Dec 8.1
Mean average for 1909—6.24 per lb.	
" " 1908—4.14 " "	
" " 1907—4.14 " "	
1906, Jan. 5.	

Messrs. Aylesbury and Garland have received
a wire from London to-day that the average
rubber price to-day is 7/7 per pound.

HIGHLANDS AND LOWLANDS DIVIDEND.
Messrs. Bawson and Co. inform us that they
have received cable advice that the Highlands
and Lowlands Para Rubber Co., Ltd., have
declared a further interim dividend of 7 1/2% pay-
able 17th January, 1910.

The harvest from Sandycroft (Barker and
Co.) for December was 11,061 lbs. dry, making
a total for 12 months of 63,516 lbs. dry.—Singa-
pore Free Press.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE.

Sole Agent.

Hongkong, 30th April, 1909.

NOTICE.

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin.

Those who intend learning the Chinese
language are requested to write care of
Hongkong Telegraph office or direct to 37,
Hollywood Road, and floor.

Hongkong, 3rd January, 1910.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.

Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 10th March, 1908.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Sample on application.

Orders and Part Orders carefully

executed.

Hongkong, 6th September, 1909.

WEATHER FORECAST AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast in front of the Water Police Station at
Tsim Sha Tsui for the information of masters
of vessels leaving the port. They do not
necessarily imply that bad weather is expected
here.

Signal No.

1. A CONE
point upwards

2. A CONE
point upwards
and 1 1/2 UH
below

3. A DRUM

4. A CONE
point down-
wards and
DRUM below

5. A CONE
point down-
wards

6. A CONE
point down-
wards and
BALL below

7. A BALL

8. A CONE
point upwards
and BALL
below

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signal. Indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such
positions or are moving in such directions that
information regarding them is considered to
be of importance to the Colony or to shipping
leaving the harbour.

These signals are repeated at the Harbour
Office, H.M.S. Tamar, Green Island Signal
Mast, and the Flagstaff on the premises of the
Hongkong and Kowloon Wharf and Godown
Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected
that the wind may increase to full typhoon
force at any moment, the following Urgent
Signal will be made at the Water Police
Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS
OF TEN SECONDS.

A Black Cross will be hoisted at the same
time, superior to the other shapes.

NIGHT SIGNAL.

The following Night Signals will be exhib-
ited on the Flagstaff on the roof of the Water
Police Station at Kowloon, the Harbour Office
Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green,
indicates that a typhoon is believed to be
situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green,
indicates that a typhoon is believed to be
situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red,
indicates that the wind may be expected to
increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the
Explosive Bombs, as above, in the event of the
information conveyed by this signal being first
published by night.

These Night Signals will be substituted the
the Day Signals at sunset, and will, when
necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing
Ocean Vessels, a Cone will be exhibited at
each of the following stations during the time
that any of the above Day Signals are hoisted
in the Harbour.

Gap Rock. Aberdeen.

Waglan. San Xi Wan.

Stanley. Sai Kung.

Cape Collinson. She Tin Koi.

Tai Fu.

This will indicate that there is a depression
somewhere in the China Sea, and that a Storm
Warning is hoisted in the Harbour.

Further details can always be given to any
vessel, on demand, by signal from the Light
House.

Hongkong, 6th September, 1909.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 13th July, 1910.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 14, 1910.

MANILA CARNIVAL.

Even at this distance from the scene of activity we cannot but stand amazed at the inordinate pleasure which the average American in the Philippines gets from his bustling proclivities. For the last month or more, to judge from the Manila papers, Uncle Jonathan has been careering around like a bee on a hot griddle, whooping up recruits, sweeping peaceful peace-at-any-price citizens into the press-gang, levying toll on innocent citizens—all in the name of the Manila Festival. And not the old-fashioned gentleman himself, but his youngest grandchildren are apparently out on the warpath gathering in the schools in order to make the Carnival an unbounded success. How the ordinary merchant manages to get through his day's work in these stirring, energetic, forked-lightning times we can only comprehend. For it seems that everybody in Manila, big and small, from the hod-carrier to the Governor-General, has been impressed into the service of one or another of the Committees which are organizing the show. It is one grand spasm of pure joy, this whole-hearted idea of "boosting" the City of Manila and the islands of the archipelago. So far as we can make out from what is printed in the newspapers, the people of Manila are working harder at their fun than they usually do at their regular business. Indeed, the papers themselves are falling over their "loans" and "loans" in the attempt to stay in a single breath all that is being done. And to ask how the Carnival is likely to "pan out"—that looks like sound American—is to invite a hurricane, say a tidal wave of loquacity which would swamp a dozen cheapjack's at a country fair. Where an individual is not the president, secretary or member of some committee then he promptly takes the bull by the horns and con-

stitutes himself a committee of one, and so generous is the central organization that they will register him, grant him the privilege to wear a rosette, or carry a banner, or take leave of his senses, provided always that all he does is done in the interests of this marvellous Carnival. It is certainly a good thing that Taft is keeping pretty quiet in these strenuous times, for the citizens of Manila have no time to think of him. Of course if he did something phenomenally wonderful, such as laying "the big stick" on the sturdy shoulders of Col. Roosevelt, he might get a paragraph in the papers, but it would come a long way after the Carnival in general interest. If Taft or Knox or even Mr. Crane thinks that he is the salt of the earth in these days he has only to mention the idea to Manila in order to learn the truth. Personally we enjoy the game of watching other people chasing their shadows. Being built of a constitutionally leiburgic nature, and having a natural repugnance for hard work we are yet able to appreciate the exertions of others, and that is why we are willing to do everything possible to persuade people in Hongkong that a fortnight devoted to visiting Manila from the 1st of February next will be a fortnight well spent. When you have a whole city ramping wild scurrying around in furious enthusiasm, talking in ten-inch capital letters all the time, and crying like Alexander for new, we do not consider, then the least that one can expect is a triumph for the purple, golden Orient. None of your "grandiose simplicity" there, but something that will make the nations stand and sigh in mute admiration. Very decorous is the language of the *Manila Times* in its hints that there are possibly some people who are not working might and main, day and night, in the interests of the Carnival: "The Carnival this year has elements that make for greater success than in any previous effort but to achieve meant work and hard work. Talk and contemplation and good intentions accomplish nothing. Hell was not only paved with that sort of thing but has since been partitioned, ceiled and decorated with it. That is the way to whip up the laggards. We observe that several shipping companies in Hongkong are making special preparations to run excursions to Manila during the festival. In two or three cases the round trip will only cost \$50, which is cheap enough in all conscience while it is proposed to charter certain steamers for the trip and to charge an inclusive rate of \$150, the excursionists having their meals and sleeping accommodation on board. That fact leads us to the conclusion that the hotel and boarding-house accommodation in Manila is regarded as insufficient to meet the requirements of the great influx of visitors during Carnival week. We do not know whether such is the case at not, but in any event we would advise those in Hongkong who intend to take advantage of the trip to Manila to secure rooms in advance. We all know what boarding-house keepers are and we know how frail human nature is once a corner in beds has been established, so that if Hongkong visitors reject the commonsense plan of booking their quarters in advance they are likely to find that half the pleasure of the excursion will be lost, and all through their own stupidity.

WORKING OUT CHINA'S SALVATION.

Since we referred to the proposal made by some of the patriotic Chinese in the North that China should redeem her foreign debts which amount to over £200,000,000, and include sums due in respect of loans and indemnities, there has been a continued campaign in the Chinese press in favour of this national movement. There is no denying the admirable spirit which has induced the Chinese to adopt a plan involving all the elements of self-sacrifice and disinterested patriotism, but the question is—Can China succeed in bringing about a revolution in this respect, when other nations have recognised the futility of such a scheme? As we said before, China has doubtless been influenced by the example of Japan in consolidating her national debt, but Japan never went the length of attempting to repay all her foreign creditors in one grand slump, for the simple reason that the country could not stand it. It may be contended that with all her millions China is in an infinitely better position than Japan when it comes to levying taxes in order to wipe out the possibility of foreign interference made on the pretence of safeguarding the national securities, but a little consideration will show that even a population of 400 millions is not invariably a sure guarantee that a debt of £200,000,000 can be redeemed on the spur of the moment. Before we quote certain figures in this connection let us see how the authorities at Peking view the question. According to a German telegram dated Peking, 7th January, "The Grand Council has, on a motion of Prince Ching and Grand Secretary Shi-Hui, ordered the Viceroy and the Governors to urge all provincial officials to renounce for three years thirty per cent. of their allowances, in order to pay back with this amount the war debts of 1891-95 and of the Boxer trouble of 1900. The officials of the

Peking Central Government have been directed to do the same. Further, the gentry and the Chamber of Commerce in the different provinces will be asked to contribute for their part to this purpose by voluntary payments. The Viceroys of Chihli and Liangkiang have opened the subscription with thirty thousand taels each. From that it would appear at first sight as if the Chinese Government expected the well-to-do classes in China to raise a magnificent subscription fund with the object of liquidating the national burden and at the same time achieving this end without encroaching on the Imperial exchequer. But the simplicity of the scheme is its chief and, we are afraid, only merit. In the first place if the Chinese officials are required to contribute 30 per cent. per annum of their official salaries—that is to say, the salaries which they are credited with and not the total sum which they manage to convert into income by means of that well known device generally designated "squeeze"—if they have to hand over to the Imperial Government that 30 per cent. of their minimum "salaries" for a period of three years that deduction has obviously to be made good by hook or by crook. Now, it is certain that the only people who are likely to make good that amount are those immediately under the suffering officials according to their rank, and when we bring it down to a fine point the real subscribers to this voluntary redemption of debt fund will be the unfortunate peasants, the small and struggling merchants, the hard-working traders and all those who can in any way be brought within a joint system of *seizi* and *ukin* dues. Can they bear such a burden? That is where the needle pricks, for while they may be able to pay what may not inaptly be described as the super-tax, it is difficult to see how they can meet all the other calls upon their slender resources. That is looking at the question from the broad standpoint of patriotism, voluntary and involuntary. But let us see how China stands in the matter of debts and the power of raising money by the ordinary square and above board methods to pay off her creditors. According to the *Shanghai Mercury*, whose figures we used in last referring to this subject, China's debts are of three varieties: general loans, indemnities and railway loans. The amount of the first outstanding at a recent date was about £45,000,000, of the second £65,000,000, of the third £120,000,000, or a total of £230,000,000. For the sake of easy figures and because of small returns since the date of our reference we will call it £200,000,000, China proposes to pay off this amount at once almost by voluntary subscription. In Chinese money £200,000,000 represents Tls. 800,000,000. According to a computation by Sir Robert Hart, China's Imperial revenue is Tls. 88,000,000 per annum. According to figures published some time ago in the *Shen Bao* the annual revenue is Tls. 105,000,000. Let us put it at Tls. 100,000,000. That is to say, China proposes to pay off at once by voluntary subscription the equivalent of eight years' Imperial revenue. But China does not stop there. China wants a navy and says she wants it at once, and this too is to be provided by voluntary subscription. We might reckon up, proportionately to her population, or area, or length of coast line, how much China would compare with some other countries, e.g. Japan, but such comparisons would not be very much use because China is not at present going in for what she needs but is going in for what she fancies she needs, and when these items of naval expenditure are set forth by one official or another are added together we have proposals that will need £40,000,000 for their realization. Here one may be very generous, neglect a few naval bases, some superfluous cruisers and put the figure at £25,000,000, or Tls. 100,000,000—twice Sir Robert Hart's estimate of China's annual income. But China's ambition is not to be satisfied with this. China must build her own railways. She has in view some 2,000 miles that she is anxious to build at once. Her latest railway loans have been at the rate of Tls. 45,000 per mile of rail proposed. Put this at Tls. 40,000 and we have a trifle of Tls. 80,000,000—about a year's income according to Sir Robert. Our contemporary continues: "Here then we have three items totalling up to Tls. 1,040,000,000. To this are to be added the immediate needs of the new industrial concerns of China and possibly heavy calls on the public generosity for famine relief or some preventable catastrophe of that kind; but as these items are uncertain we may leave them out of account and we still have more than a round thousand million of taels to find at once to pay off China's debts and secure her independence of foreign Powers. This is equivalent to paying down ten years' revenue. Can China do it? The reply is that redemption of debt by voluntary, or as it would in many cases prove to be compulsory, contributions would do China no permanent good. Then the question arises: If it be taken for granted that China ought to set herself to work to pay off at once her liabilities and provide funds both for her needs and her luxuries can she do it any other way? Certainly. Honest administration and collection of the present taxes would save Tls. 170,000,000 per annum. According to Mr.

More it is necessary to collect Tls. 285 for every Tls. 100 sent to Peking. For each Tls. 100 sent to Peking there is locally what he euphemistically calls an "accretion" of Tls. 160, bringing the collected amount up to Tls. 260. To this are to be added 10 per cent. for collection expenses, i.e. Tls. 26, bringing the total collected amount to Tls. 286. The collection expenses of taxes in England do not amount to 5 per cent. of the tax, so that if we allow 10 per cent. for that purpose we leave a wide margin. Thus, out Tls. 286,000,000 collected in one year there are sent to Peking Tls. 100,000,000, and Tls. 10,000,000 may generously be allowed for expenses, making Tls. 110,000,000, legitimately accounted for, the rest Tls. 176,000,000 is "accretion," accretion of course to the over-grown mandarin. An honest mandarin would save China 21 per cent. of the National Debt and the whole could be paid off in five years. Then it is pointed out that Sir Robert Hart estimates that a properly adjusted land tax would produce at a lower rate than now exists Tls. 400,000,000 per annum. Allowing 10 per cent. for collection expenses and there remains 360 millions, which added to the 176 millions already mentioned, gives 536 millions or 63 per cent. of the national debt that might be paid off in a year "without increasing the people's burden in the slightest." The very simplicity of the working out of the problem takes one's breath away. But, alas, when we come down to sober reality, we remember that we are not dealing with Elysium but with China the venerable, China, the apostle of "old custom," China the land of the ancestral gods. The idea of liquidating the liabilities of the Empire at one fell swoop, so to speak, is perfectly feasible but there is about as much chance of the financial authorities adopting a commonsense policy of revenue reform in order to attain this end as there is of Halley's comet swallowing up the moon. Still it is a source of pleasure to juggle with figures which work out so happily as those we have presented.

LOCAL AND GENERAL.

THE Russian Minister in Peking, it is stated, will resign his post.

THE P. M. S. Co. favour us with a neat little celluloid pocket calendar.

THE death is announced of Duke Karl Theodore of Bavaria, the famous oculist.

THE authorities in Kirin province intend to allow all the mines to be worked by private enterprise.

THE three new torpedo boats now being built for the Australian Commonwealth are to be named the *Parramatta*, the *Yarra*, and the *Warrago*.

UNABLE to pay money borrowed from his squadron, a corporal of French Hussars put poison into soup at the mess, and so men narrowly escaped death.

SOME Japanese merchants have proposed to open a cigarette factory in Antung, Manchuria, to compete with the business of the British American Tobacco Co.

WITH reference to the question of adopting a change of costume in China, it is reported by the *Chung Kuo Pao* that the Prince Regent has determined to order a change of the Chinese costume next year.

VICEROY Hsi Liang of Manchuria has obtained Imperial sanction to build a railway from Hailuoguo to Tieling, and some German merchants have endeavoured to obtain the concession. Their application is being considered.

A CHINESE report says that the Grand Council has proposed to send a delegate to the South Pacific Islands, with a view to secure contributions from the Chinese residents there for the National Debt Fund. This step is, however, strongly disapproved by Grand Councillor Na Tung.

JUDGE Backhouse remarked, at the Darlinghurst Sessions, that it was not always conclusive evidence that a man was under the influence of intoxicants because there was an odor of alcohol about him. "A man may smell of drink, and be all the better for it," his Honour said. "It is a common conclusion to arrive at that because a man smells of drink he must be drunk, whereas it is often very far from being so."

GOVERNOR OF MACAO.

VISIT TO HONGKONG TO-MORROW.

His Excellency the Governor of Macao will pay his first official visit to the Governor of Hongkong to-morrow. Senhor Marques and suite embark at Macao on board the Portuguese gunboat *Patris* at 8.30 a.m. to-morrow, arriving in Hongkong about noon. The official landing will take place at Blake Pier at 12.30 p.m. where a Guard of Honour and Band will receive the Portuguese Governor on landing. Capt. P. H. M. Taylor, A.D.C., will meet the *Patris* on arrival, while Senhor J. J. Leiria, the Portuguese Consul, will receive His Excellency at Blake Pier and escort the Governor of Macao to Government House on his official call on Sir Frederick Lugard at 1.45 p.m. There will be an official lunch at 2 p.m. Senhor Marques returns to Macao the same afternoon by the *Patris*; being thus unable to accept an invitation to dinner from the Portuguese Consul the same evening. The Portuguese Governor's visit is of the usual formal character, this being the first occasion that he comes to Hongkong since assuming the administration of the government of the neighbouring colony.

TYPHOON SIGNAL STATION.

PROPOSED ERECTION AT TSAT TSE MUI.

The following correspondence has passed between the Government and the Chamber of Commerce:

Colonial Secretary's Office,
10th November, 1909.

Sir,—I am directed to forward for the consideration of your committee the enclosed copy of a letter dated the 21st ultimo from the masters of certain vessels and to inform you that it has been suggested that a signal station should be erected at Tsat Tse Mui.

2. His Excellency the Governor inclines to the opinion that once a vessel having been warned of the approach of a typhoon, the barometer is its best guide and that there is therefore no necessity to incur the expense of erecting the proposed signal station. I am accordingly to inquire what is the view of your Committee on the point, and in the event of the Committee being strongly of opinion that such a station is necessary I am to inquire what site they consider most suitable.—I am, &c.,

(Sgd.), F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

(Enclosure.)

Hongkong, 21st October, 1909.

Dear Sir:—With reference to the Black Cross which was hoisted and three bombs which were fired on Tuesday indicating to those who were interested that the wind was likely to increase to typhoon force, we would like to draw your attention to the fact that those who were most interested, viz.—the various masters of vessels anchored in Kowloon Bay and elsewhere, had not the slightest idea that these signals were exhibited.

The difficulty lies in the existing position of the local Typhoon Signals which are not visible from Kowloon at all.

We wish to ask you if you would use your influence in arranging with the Hongkong and Whampoa Dock Co., so that the signals may for the future be hoisted at Kowloon on the hill behind the No. 1 Dock. This would be greatly appreciated by shipping men, for the reason that when we most require information we, on account of having to leave our moorings for shelter, are out of range of those in the Harbour.—We are, &c.,

(Sgd.), P. H. ROSE, a.s. Yuan Sang.
" J. S. ROACH, a.s. Hailan.
" F. MOONEY, a.s. Chip Shing.
" E. J. TADD, a.s. Lai Sang.
" A. E. HODGINS, a.s. Hui Yung.
" J. W. EVANS, a.s. Hui Mun.
" R. RODGER, a.s. Zafra.

Reply to Government:—
Hongkong Chamber of Commerce,
30th December, 1909.

Sir,—I have the honour to reply to your letter (No. 1011/1909) dated 10th November, 1909, relative to a suggested signal station at Tsat Tse Mui.

My committee consider that the erection of a signal station which could be easily seen by the considerable number of vessels which usually seek the shelter of Kowloon Bay at the approach of a typhoon would be useful to the masters of vessels and would be comparatively inexpensive to Government.

They are not, however, in favour of Tsat Tse Mui as a site for such station, and suggest the hill behind the No. 1 Dock of the Hongkong & Whampoa Dock Co., Ltd., as being a more appropriate spot and within easier view of the sheltering vessels.

To assist Government they have approached the Hongkong & Whampoa Dock Co., Ltd., who will be pleased to grant a free site on the hill in question and also to allow a member of their staff to work the signals. The signals and necessary gear will, of course, be supplied by Government.

With regard to the last paragraph, my committee consider that it would be better were a Government servant placed in charge of the Station Signals, for the Company would naturally disclaim any liability in the event of a display of wrong signals. The Company are quite agreeable to such arrangement.—I am, &c.,

(Sgd.) E. A. M. W. LLI MS,
Secretary.

Hon. Sir Henry May, K.C.M.G.,
Colonial Secretary.

BRITISH BLUEJACKETS SENT TO GAOL.

ASSAULT ON A WHITE WOMAN.

Charles Wilson and William Waterfield, stokers belonging to H.M.S. *Fame*, were placed in the dock before Mr. E. R. Mallifex, First Police Magistrate, charged with assaulting a woman named Lena Zois, of 18, Pottinger Street, last night and doing damage to her dress to the extent of 5/6 in Queen's Road Central last night. Another A.B. belonging to the same ship, also appeared on a charge of behaving in a disorderly manner and assaulting Sergeant Cashman while in the execution of his duty.

The complainant stated that she left the Victoria Cinema shortly after eleven o'clock and met outside one of the defendants, who came up to her and engaged in conversation with her. An altercation ensued, during which the defendant struck her on the eye and tore her dress. She asked the defendant why he had damaged her dress, when the latter ordered her to keep quiet and say no more about it. The other two defendants then came up and assaulted her and then attempted to escape. She screamed for the Police, who came upon the scene and arrested the defendants.

His Worship sentenced the first defendant to one month's imprisonment, imposed a fine of 5/6 on the second defendant and awarded three weeks to the third defendant.

THE GOVERNESS'S SUIT.

DECISION GIVEN.

The case was again resumed before Mr. Justice Gomperts in the Summary Court this morning in which Miss Eve Eglewode filed a suit against Mrs. Lydia Prior, of Victoria View, Kowloon, to recover the sum of \$318.46, as damages for alleged wrongful dismissal from her position as governess. Mr. F. P. Hett, of Messrs. Britton and Hett, appeared for the plaintiff and Mr. P. S. Dixon, from Mr. R. A. Harding's office, represented the defendant.

The plaintiff's cross-examination by Mr. Dixon was continued. With regard to her last letter of resignation which she wrote to Mrs. Prior, plaintiff said that she had been told by Mrs. Prior that no letter could be considered by her unless written in the form prescribed by her. Asked if she had been forced to write that letter, witness said she would not have been allowed to go if she did not write the letter. She would not have written the letter, in which she forfeited all claims to her passage, if she had known she was entitled to it. There was no one to advise her what to do and she had been tricked into doing it. She inserted an advertisement in one of the local papers applying for a position. She did not use the word "destitute" in the advertisement. The reason why she did not call the child for her music lessons was because she had had trouble with her latterly. The child was in the habit of coming in very late and when she did come she came with very bad grace. It was part of her discipline to give the child something to think about. Mrs. Prior had asked her to call the child in a way she (plaintiff) did not like. Witness admitted having said "I will not call her." Asked if Mrs. Prior had no authority to order her, witness said she would have done anything for Mrs. Prior if she was asked nicely. The cause of the trouble was partly for the way she was ordered and partly for the child's determination not to do as asked. Witness never was voluntarily rude to Col. Prior. She never heard Col. Prior say "Good-morning" and did not ignore him. Possibly, it may have been after Col. Prior had spoken to her about the lawyers. She did not purposely walk up and down the verandah in front of Col. Prior's office. She never looked into his office. She remembered being with the child in rickshaws in Nathan Road. Two gentlemen passed them in a ricksha. She did not recognize them. They exchanged a few words with the child but did not stop their rickshaws but passed on. If Col. Prior had spoken to her about it, she would have apologized directly. She meant no insult. She could not say whether Col. Prior invented those little things. She did not know what Col. Prior was doing; she had nothing against him. It was in November that she saw Miss Loureiro, who told her that the appointment at Macao was ready for her. At that time she had seen Mrs. Prior about her pay and Mrs. Prior asked her whether she was going to run away. She did not tell Mrs. Prior whether she was going away, as nothing had been settled. She did not tell Miss Prior: "Mrs. Prior, you have no control over me. I'll go just when I like." She said: "Mrs. Prior, you have no control over me. I'll go as you have given me leave to do so." She later saw Mr. Humphreys. When the child came to call her, she refused to go into the drawing-room. She also refused Mrs. Prior. She was too shy at the time and she knew there would be another scene. She again refused when Col. Prior came to call her. He did not ask her to come down perfectly civilly. He shouted out to her. He had always behaved nicely towards her but she knew he was not acting on his own behalf. He did not give her a chance after she had flatly refused but said: "Very well, you leave my house in quarter-of-an-hour." Witness did not say "Oh, that's fine." She did not call the boy to bring up her boxes. Nothing had been said to her about her new situation and she did not purposely act in an irritating manner. As mistress of the house, she supposed that Mrs. Prior had a certain amount of authority.

The presiding judge after hearing both sides said that there was no doubt in his mind that plaintiff was very unhappy at the time of her arrival in the Colony. His Lordship said it was the case with most persons coming out East who after a time changed their view of life in the Colony and he could not help thinking that was at the bottom of the matter. His Lordship referred to the plaintiff's little grievances and characterized them as being foolish. With regard to the plaintiff's salary which on one occasion was kept back by the defendant, His Lordship thought there was no legal justification for the act, although he had no doubt that it was done in good faith. Then again plaintiff's refusal to come down into the drawing-room, was not such as to justify her dismissal and his Lordship therefore entered judgment for the plaintiff in respect of two out of the three items on the writ (\$55.95) with costs.

Mr. Dixon applied for leave to appear in Chambers on the question of costs.

The application was granted.

LAWN BOWLS CHAMPIONSHIP.

The Final and Semi-final take place on the Police and Civil Service greens to-morrow commencing at 3 p.m. After these matches have been completed, a full rink competition will take place between teams representing the four clubs interested. Messrs. Haxton (Kowloon) and Bell (Police) play for first place and Messrs. Blower (Civils) and Petrie (Kowloon) for third place. In the rink competition the following teams are competing:—Talker, Messrs. Scott, Dorian, Farrell, Haxton, Haxton, Pencoek, Goshaw and Currie. Police, Messrs. Bell, Langley, Robertson, McLennan, Gurney, Pitt, Grant and Ogg. Civil Service, Messrs. Bond, Britt, Fletcher, McGee, Blower, Blake, Weston and Wheel. Kowloon, Messrs. Hailon, Lewis, Alexander, Russell, Langley, Taylor, Ramsey and Crawford. Mrs. Baskin has volunteered to govern the games.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

WINE AND TOBACCO.

DUTIES TO BE RAISED.

[By courtesy of the "Sheung Po"]

Peking, 13th January.

The Ministry of Finance has decided to raise the duties on wine and tobacco by double their present amount from the beginning of next Chinese year.

CONSTITUTIONAL GOVERNMENT.

PRINCE SHUN'S ADVICE.

[By courtesy of the "Sheung Po"]

Peking, 13th January.

Prince Shun Pui-lap has wired to Prince To and Long to the effect that all Powers are greatly interested in the shortening of the period for the establishment of Constitutional Government in China.

Prince Shun requested them to appeal to the Prince Regent to accede to the people's wishes and not to be obstructed by the reactionary officials.

QUESTION OF INTERMARriage.

PROPOSED RESTRICTIONS.

[By courtesy of the "Sheung Po"]

Peking, 13th January.

The Central Government has decided not to allow officials having dealings with Foreign Powers and in connection with the naval and military departments to marry foreign women.

DIED IN PRISON.

INQUIRY INTO DEATH OF PRISONER AT VICTORIA GAOL.

An inquiry was held at the Magistracy this morning, Mr. E. R. Hallifax, First Police Magistrate, presiding, touching the death of Chan Sau Yung, a prisoner at the Victoria Gaol, on the 13th inst.

The jury were as follows:—Messrs. J. Manners, B. C. de Cunha and H. W. Lester. James McLeod, Chief Warden at the Victoria Gaol, stated that the body of the deceased which the jury had viewed was that of Chan Sau Yung, aged 28, who was admitted to gaol on the 8th January to undergo a certain term of imprisonment for begging in the streets.

A warder of the senior hospital ward at Victoria Gaol said that the deceased was admitted into hospital on the 8th January and died at 1.45 p.m. yesterday.

Dr. G. H. L. Fitzwilliams, Medical Officer attached to Victoria Gaol, deposed to having seen the deceased on the 9th inst. Deceased was suffering from dysentery and died on the 13th inst.

A unanimous verdict of "Death from natural causes" was returned.

A NEW STEAMER.

RUSSIAN VOLUNTEER FLEET S.S. "POLTAVA."

The str. *Poltava*, which has recently been constructed for the Russian Volunteer Fleet mail service, arrived at Shanghai from Vladivostok on Thursday morning, 6th inst. The *Poltava* is a handsome vessel, of the spar deck type, and was built at Danzig by the firm of F. Schichau and launched on July 5, 1909. She has a gross tonnage of 3,414.43, and a net registered tonnage of 1,935.99, and her dimensions are:—length between perpendiculars, 334 ft.; length over all, 360 ft.; moulded breadth, 45 ft.; depth of spar-deck, 34 ft.; depth of hold, 30 ft.; height of lower deck, 7 ft. 9 in.; height of main deck, 8 ft.; height of deck-houses 8 ft. She has a speed of sixteen knots, carries a crew of 103 persons, and is classed too A 1 at Lloyd's. She has excellent accommodation for sixty first-class, thirty-second-class, 120 third-class passengers and 180 soldiers. The first-class passengers are accommodated amidships in spacious and well-fitted cabins, each containing two berths; while the second-class cabins and saloons are situated in the after portion of the vessel. She is rigged with two pole masts and has four cargo hatches, six watertight bulkheads, four steam winches, and carries one jolly-boat and seven life boats. The cabins throughout are fitted with electric light and fans, and steam heaters.

Her machinery consists of a triple expansion, surface-condensing engine, which at 102 revolutions per minute, enable her to steam at the rate of sixteen knots, steam being supplied by four cylindrical, multi-tube boilers, working at a pressure of 210 lb., and fitted with a Bowen's system of forced draught.

The Victories of Liang Kiang and Liang Kwang and the Governors of Shanghai and Shanghai have telegraphed to the Government, supporting the petition asking for the expedition of the inauguration of Parliament in China.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

During the week local stocks have shown small changes and very little business has been done in them. A smart advance all round in Rubbers has to be recorded and they have been the medium of a very large business.

The twenty-second ordinary meeting of shareholders in the West Point Building Co., Ltd., is advertised to take place on Tuesday, the 25th inst., at 11.45 a.m. The transfer books of the Company will be closed from 17th to 25th inst.

It is notified that the twenty-second ordinary meeting of shareholders in the Hongkong Land Investment and Agency Co. will take place on Tuesday, the 25th inst. The register of Shares of the Company will be closed from the 17th to 25th inst.

Backs.—Hongkong and Shanghai Banks have maintained their position and more sales have taken place at \$1,000. The London quotation has risen to £93. Subject to audit, the Directors of this Corporation will recommend at the forthcoming half-yearly meeting of shareholders the payment of a dividend of £2 and a bonus of 1/4. Add to Reserve Fund the sum of \$250,000 and carry forward the balance of about \$2,000,000. Nationals have buyers at \$55.

Marine Insurances.—Cautions are slightly firmer and required for \$145. North China is a shade easier and can be had at Tis. 115. Unions are firmer and are wanted at \$905 after sales at the rate. Yangtze continues quiet and neglected.

Fire Insurances.—China Fires remain steady at \$118. Hongkong Fires are obtainable at \$170.

Shipping.—China and Manilas and Douglases are both on offer at quotations, without inducing buyers. Hongkong, Cuxin and Macao Steamboats have been placed at \$13, but are still obtainable. Ind. Chinas are a little easier with sellers at \$13, and in the North at Tis. 46. Shell Transports have advanced and buyers at the close offer 67 1/2. Star Ferries, old, can possibly be placed at \$16, while the new shares are neglected at \$14.

Refineries.—During the early part of the week, China Sugars exhibited signs of improvement but towards the close are weaker and on offer at \$158. Luzons are neglected and Berak Sugars are a firmer market with buyers at Tis. 38.

Mining.—Chinese Engineerings are on offer at Tis. 18. Headwaters are wanted at \$5. Raubs continue neglected and out of favour at \$6.

Docks, Wharves and Godowns.—Kowloon Wharves are offering at \$60 but would find buyers at a point lower. Whampoa Docks are in request at \$50 but no shares are forthcoming and possibly a higher rate could be obtained. Shanghai Docks are wanted at the slightly improved rate of Tis. 74. Hongkong Wharves are reported sold in the North at Tis. 130.

Land, Hotels and Buildings.—Hongkong Hotels continue firm and both the old and new shares are in demand at quotations. Hongkong Lands have changed hands at \$5.01. Humphreys Estates have been the medium of a fair business at the slightly reduced rate of \$8. We have no changes to report in other stocks under this heading.

Cotton Mills.—Hongkong Cottons are procurable at \$6. A further decline in Ewos has to be recorded, and at the close are on offer in the North at Tis. 138. According to latest mail advices to hand from the North changes in other Shanghai Mills are as follows:—Internationals Tis. 70, Lau Kung Mow Tis. 100 and Soycheys Tis. 415.

Miscellaneous.—China Light and Powers have inquiries at \$6. Small sales of China Providents have taken place at \$7 and at the close are rather weaker with sellers. Dairy Farms have been taken off the market at the slightly reduced rate of \$6. Green Island Cements have found buyers at \$7, and possibly more might be placed. Philippines have risen to \$10 at which there are inquiries. Langkats, after declining to Tis. 920, have improved and buyers prevail at Tis. 940. Sumatras are firm and in request at Tis. 138.

Rubbers.—During the week, Anglo-Malays have been dealt in at 16 1/2 and 17 1/2 and at the close seller prevail at 17 1/2. Balgownie have risen to \$87 1/2 ex div at which rate sales have been effected. Castlefields have changed hands at 60. Damansaras continue to rise and buyers have offered 105. Golconda show a considerable improvement on last week's quotation and sales have taken place as high as 8 1/2. Kamunings are in demand at 4 1/2. Kuala Lumpur can be placed at 130. Linggis have strengthened to 29 1/2 at which business has been done. There are buyers of Ledbury at 6 1/2 while the partly paid shares have been sold at 32 1/2. Sales of Saggas have been effected at the improved rate of 12 1/2. Sandycrofts have been sold during the week at \$19 and \$20, and towards the close none are obtainable under \$21. Sungai Chohs have risen considerably and sales have to be recorded as high as 6 1/2. Sheldons are a firmer market with buyers at 407. Sungai Kapar have changed hands at the improved rate of 8 1/2. Kapar Paras have been placed at 10 1/2. London Asiatics have attracted a good deal of local attention and have been dealt in to a large extent at 7 1/2, 7 3/4, 8 1/4, 8 1/2, and 8 3/4, closing with further inquiries. A fair line of North Borneo Tradings have been done at 13 1/2. Paganis have found buyers at 5 1/2 (Strait) and Gelasys at \$1.10 (Straits). Highlands and Lowlands have been dealt in at 8 1/2 closing with probable further buyers at the rate. Straits Settlements Distances have changed hands at the advanced rate of 4 1/2. Pogohs have risen to 5 1/2 at which they close firm after sales. Lymons have advanced and sales have taken place at 8 1/2 prem.

Exchange.—The Banks selling rate on London is 1/4 on demand. The T/T rate on Shanghai is 7 1/2.

FOOTBALL LEAGUE.

The first division matches have almost come to a close with the exception of the match R. G. A. vs. Naval Yard which could not be fixed for to-morrow as the artillerymen are still out camping. In the second division only one match can be fixed as the soldiers' team are still out doing their camping. The match fixed for the second division is as follows:—

B. O. C. vs. Moslem Recreation Club, at the Military ground, 2.30 p.m.

The M. R. C. team for to-morrow's match will be:—N. M. Bux (Goal), J. M. Dyer and Allin Khan (Fullbacks), A. Raop, N. Ramjahn and H. Markar (Halfbacks), R. Nazario, M. Ramjahn, C. G. Markar, S. K. Moosa and All Bux (Forwards).

The B.O.C. will be represented by the following in the match against the M. R. C.:—K. Khan, J. Redfern, Y. Abbas, Stummert, H. Goldenberg, G. Caborn, I. E. Chunyui, J. Helgh, S. Jex, B. Musket and D. Baptista.

HONGKONG FOOTBALL CLUB vs. NAVAL YARD.

The following have been chosen to play for the Club in a friendly match v. The Naval Yard to-morrow afternoon, on the Club Ground at 4 o'clock sharp. (Goal), Goggio, (Backs) Aucott and McCubbin, (Forwards) Ricketts, Barlow and Gregory, (Forwards) Aitchison, Goldenberg, Hamilton, Sayer and Dauby.

CRICKET.

CRAIGFOWER CRICKET CLUB vs. POLICE.

The C. C. C. will meet the Police in their league match to-morrow afternoon at 2.15 p.m. on the former ground. The C.C.C. will be represented by:—

L. E. Lammert, G. A. Hancock, L. A. Rose, R. F. Lammert, J. D. Noria, S. B. Balliwar, R. Pesterjee, W. H. Viveash, H. Rapp, R. A. Carvalho and P. Currie.

THE CHINESE NAVY COMMISSIONERS.

VISIT TO BRITISH SHIPBUILDING WORKS.

In the course of its tour in Great Britain the Imperial Chinese Naval Commission visited the Clydebank Shipyard of Messrs. John Brown & Co., Ltd., on December 11. The party, which was headed by H. L. H. Prince Tsai Hsun, C.C.N., included H. L. Lord Li Ching-fang, C.V.O., H. E. Admiral Sah Chao-ping, K.C.M.G., H. E. Sir Chen-tung Liang Cheng, K.C.M.G., Captain Y. Y. Tsao, I.C.N., and suite, and was accompanied by Sir John McLeavy Brown, C.M.G., Rear-Admiral Lowther Grant, R.N., and Mr. Beesly Alston. On arrival at the gate of the yard the visitors were met by Mr. Charles Ellis, Managing Director, Mr. John Sampson and Mr. Thomas Bell, Directors, Mr. J. Rossiter Boyle, Managing Director of Thos. Firth and Sons, Ltd., Rear-Admiral Regional H. S. Bacon, C.V.O., Managing Director of the Coventry Ordnance Works, Mr. J. B. Henderson, Secretary Mr. O. Holmstrom, Mr. H. P. King and other officials of the Company.

The Prince and party were immediately conducted to the building berths, where the ocean-going destroyer *Foxhound*, one of six now under construction at Clydebank, was ready for launching. Here the details of launching were carefully explained to His Highness, and when "All clear" was signalled on the indicator erected on the stage, the Prince pressed a button which caused the weights to fall and knock away the dog-shores, and H.M.S. *Foxhound* glided gracefully into the water amid the cheers of the spectators. After being photographed, the Prince and party were driven in motor-cars to the experimental tank, which is a feature of the Yard's equipment. This is the largest privately-owned tank in the world, and the operations connected with experiments were shown and explained to His Highness. First was seen a wax model being cast, and another was being automatically trimmed to the desired shape in a special machine. Finally, a finished model was run in the tank, and the recording instruments were shown at work. After partaking of light refreshments His Highness, accompanied by Sir Chen-tung Liang Cheng and Mr. Beesly Alston, returned to the hotel.

The other members of the Commission were driven to one of the engine shops, where they were shown the turbines of H.M.S. *Neptune* running preparatory to being sent away to Liverpool, where the hull of the new battleship is being constructed. Here were also seen Brown-Curtis and Parsons turbines in various stages of construction for cruisers, destroyers, and the new White Star leviathans. The party was then driven to the experimental tank, and Admiral Sah, who was very much interested in the work done here, declared he would like to spend a month in this department.

Returning to the main offices, some time was spent examining the models of the more notable ships built at Clydebank, those of the battleship cruiser *Trafalgar* and the Russian Volunteer steamer *Moskva* attracting particular attention.

The visitors were then conducted to the model room, where luncheon was served, covers being laid for sixty persons. The room was prettily decorated, and there was a liberal display of British and Chinese flags, while at each end of the room the word "Welcome," in Chinese characters, caught the eye. Mr. Charles Ellis presided at the luncheon having on his right H. E. Lord Li Ching-fang and on his left H. E. Admiral Sah. The chairman proposed "The King" and Mr. Bell "The Emperor of China." In doing so he thanked the distinguished visitors from China for the courteous interest they had shown in everything put before them.

Before his departure H. L. H. Prince Tsai Hsun was presented by the Directors of John Brown & Co. with a splendid model of a modern torpedo-boat destroyer.

SPURIOUS INDIAN YARN.

REPLY TO SINGAPORE.

We have been favoured with the following correspondence by the Chamber of Commerce:—

Hongkong Chamber of Commerce, 6th January, 1910.

Dear Sir,—I am now able to reply to your letter dated 22nd October, 1909, concerning the alleged spurious marking and labelling of India Yarns.

I enclose you a copy of the report by Mr. W. W. Flemming of Messrs. Jardine Matheson & Co., Ltd., to whom the matter was referred by my committee.

It would appear from such report that this market is not affected.—I am, &c.,

(Sgd.), E. A. M. WILLIAMS, Secretary.

Alex. G. Gunn, Esq., Secretary, Singapore Chamber of Commerce, Singapore.

The Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., Hongkong, 29th December, 1909.

Dear Sir,—With reference to the letter from the Singapore Chamber of Commerce dated 22nd October last, the following are the results of the tests made for counts and lengths of three samples of well known Bombay Yarns.

David Sassoon's "Lucky Orange" 10s Mule (3 hands) 850, 870, 876 yards average counts 10s. S. J. David's "Sphinx" 10s Ring (5 hands) 847, 852, 854, 819 and 871 yards average counts 9.8s.

Lakshmidas Khimji "7 boys in three" 10s Ring (1 hands) 830 and 845 yards average counts 10.3s.

From inquiries made I am quite satisfied that the same malpractices do not obtain here as are apparently prevalent in Singapore.

Competition here is too keen, the Bombay Mills have too much to lose and too little to gain to attempt any spurious labelling.

It would appear that this spurious labelling of Bombay Yarns is confined to higher counts, say from 24 upwards—20s is the highest count of Bombay Yarn imported into this market.—I am, &c.,

(Sgd.), W. N. FLEMING.

The Secretary, Hongkong Chamber of Commerce, Present.

FROM facts which have recently been published by the Concrete Institute we are constrained to offer a word of warning to engineers designing reinforced concrete structures, remarks *Indian Engineering*. The tests show that the use of ordinary round sections if not positively dangerous is useless as reinforcement for concrete. The ordinary vibration of street traffic has been known to shake these loose in the concrete setting, whereas with special sections even violent eruptions have not made any impression. To anybody who gives the matter a moment's consideration the answer is obvious. It is impossible for an ordinary round section to become with the concrete a homogeneous whole, and direct it leaves this position the steel is no longer reinforcement for the concrete.

Events Coming.

Friday, 14th January.

Water Police Station Smoking Concert, 8.30 p.m.

Saturday 15th January.

China Light and Power Co., Ltd., Extraordinary general meeting at the offices of Messrs. Shewan Tomes & Co., 11 o'clock.

Hughes and Hough, Auction sale of Spirits of Wine, at the Water Police Station, Kowloon, 11 a.m.

Hughes and Hough, Auction sale of Japanese Curios, 2.30 p.m.

Lawn Bowls Championship, Fanny Valley, 3 p.m.

Hongkong Jockey Club, Entries for the Race Meeting close at 5 p.m.

Sailors and Soldiers Home, Scotch Concert, 9 p.m.

Monday, 17th January.

Hughes and Hough, auction sale of the Steam Lunch *Pelican*, at the Kowloon Wharf and Godown Co.'s Wharf, Kowloon, 11 a.m.

Public Works Department, auction sale of Crown land, 3 p.m.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Tuesday, 18th January.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Wednesday, 19th January.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Thursday, 20th January.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Friday, 21st January.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Saturday, 22nd January.

H.K.A.A. Marathon race. From Aberdeen to Cricket Ground, 3.30 p.m.

Theatre Royal, A.D.C. "The Toreador" 9 p.m.

Tuesday, 25th January.

Hongkong Land Reclamation Company, Limited, Annual Meeting, at the Company's Offices, Victoria Building, 11.30 a.m.

West Point Building Co., Ltd. Annual Meeting, at the Company's Offices, Victoria Building, 11.45 a.m.

Hongkong Land Investment and Agency Company, Ltd. Annual Meeting, at the Company's Offices, Victoria Building, 12 o'clock noon.

Theatre Royal, Scotch concert, 9 p.m.

Friday, 28th January.

Volunteer Ball, 9 p.m.

Saturday, 30th January.

Saiyungpan School prize distribution by H.E. the Governor, 12 o'clock.

Bonging at City Hall, Billy Bellow vs. Bill Lewis.

To-day's Advertisements.

LAWN BOWLS CHAMPIONSHIP.

THE FINAL and SEMI-FINAL take place on the Police and Civil Service Greens TO-MORROW, commencing at 1 p.m.

A full rink competition will also take place.

E. W. DAWSON, Hon. Sec. and Treasurer.

Hongkong, 14th January, 1910. [105]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS are reminded that Entries for the next RACE MEETING close to the Undersecretary TO-MORROW (SATURDAY), the 15th inst. Those members entering ponies are requested to send their Entries to the office of the HONGKONG JOCKEY CLUB, No. 3, Chater Road, Ground Floor of the Hongkong Club Annex before 5 p.m. on that date.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 14th January, 1910. [106]

OPIUM SMUGGLING.

SHIP STEWARD AND A SAILOR BEFORE MANILA JUDGE.

'Chou Tong, the steward of the *Superio*, and Wang Chang, a sailor on the same boat, were before Judge Jenkins yesterday morning to answer to charges of having illegally imported into the Philippine islands one and three quarters kilos of opium, valued at about P150, reports the *Manila Cableman* of 9th inst. It was in eight tins, wrapped in a sack and the whole in a tin.

David Dixon, an employee of the customs service, went aboard the boat to see if he could buy opium and soon found that there was some aboard. He learned from the steward that Wang Chang had some for sale and went to look for him. In the meanwhile the steward instructed Wang what he was to do; that he was to get the money first before delivering the goods and if the native tried to seize him or the drug he was to do his best to throw it overboard.

When Wong and the native conversed about opium the former acknowledged the possession of some and agreed to sell it for ten pesos a tin. The bargain was made and Wong returned to the drug which he brought out, but before it could be turned over to the purchaser the vendor was seized and placed under arrest.

The case was continued till Monday in order to allow the production of further witnesses in an endeavour to show that the steward was not concerned in the deal.

A NATIVE report says that the Anti-Opium Commissioners in Peking have conferred together and decided to reorganize the staff of the Opium Refuge, in which officials accused or suspected of opium-smoking are tested. New regulations will be drawn up, so as to ensure its working with greater efficiency.

SALON-CINEMA THEATRE.

THE ONLY FIRST-CLASS SHOW IN THE COLONY.

EXCELLENT FILMS, BEST ARTISTS.

ORCHESTRA IN ATTENDANCE. DAILY CHANGE OF PROGRAMME.

COMPLETE CHANGE TWICE A WEEK, MONDAY AND FRIDAY.

WYNDHAM (FLOWER) STREET, opposite G. P. O.

DAILY at 8.30 and 9.15 P.M.

Saturdays and Sundays, Matinees

at 4 p.m. (Half-price).

Hongkong, 5th January, 1910. [107]

STATE EXPRESS CIGARETTES.

ARDATH TOBACCO COMPANY,

LONDON.

Winfred in Tins of 50

... .. \$0.50

" " Packets of 20 0.20

Chief Whip in Tins of 50 0.50

Splendo in Tins of 50 0.65

" " " 100 1.20

" " Packets of 20 0.25

No. 555 in Tins of 50 0.80

No. 999 " " 1.20

Turkish Leaf No. 1 in Tins of 50 1.50

" " " 100 3.00

Quo Vadis in Tins of 100 8.00

Winfred Navy Cut Tobacco in 1/2 lb Tins 0.40

These delicious high-class Cigarettes are recognised as the standard of perfection in quality and mode of hygienic manufacture.

H. PRICE & CO., LD.

WINE AND CIGARETTE MERCHANTS

Telephone 135

Hongkong, 9th December, 1909

11, Queen's Road

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER SAVING 1 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

From Hongkong.	From St. John, N.B.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 23RD.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, JUNE 10TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Kts., and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £43. Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. ORRIDGE, General Manager, Corner Pedder Street and Praya (opposite Blake Pier).

12

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	HANGSHANG	MONDAY, 17th Jan, Noon.
TSINGTAU, CHEFOO and CHIN- WANTAO	CHIPSING	MONDAY, 17th Jan, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	FOOKSANG	FRIDAY, 21st Jan, Noon.
MANILA, CANTON, SHANGHAI, SINGAPORE, PENANG, CALCUTTA, LAYSANG	LOONGSANG	FRIDAY, 21st Jan, 4 P.M.
MANILA, CANTON, SHANGHAI, SINGAPORE, PENANG, CALCUTTA, LAYSANG	YUENSANG	SATURDAY, 22nd Jan, Noon.
MANILA, CANTON, SHANGHAI, SINGAPORE, PENANG, CALCUTTA, LAYSANG	YUENSANG	FRIDAY, 28th Jan, 4 P.M.
MANILA, CANTON, SHANGHAI, SINGAPORE, PENANG, CALCUTTA, LAYSANG	YUENSANG	TUESDAY, 1st Feb, Noon.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 26th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for first-class passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Okinawa, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 215. Sub. Exch. 4. Hongkong, 14th January, 1910.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	On
SWATOW, SHANGHAI & CHINWANTAO	"WENHOW"	15th Jan, 4 P.M.
SHANGHAI	"ANHUI"	16th Jan, Daylight.
MANILA	"TEAN"	18th Jan, 3 P.M.
TSINGTAU, WEIHAIWEI & CHEFOO	"KWEIYANG"	19th Jan, 4 P.M.
SHANGHAI	"LIAN"	20th Jan, 4 P.M.
SHANGHAI	"CHINHUA"	23rd Jan, Daylight.
MANILA	"TAMING"	25th Jan, 3 P.M.
SHANGHAI	"CHENAN"	27th Jan, 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	1st Feb, 4 P.M.

MANILA CARNIVAL—5th to 14th FEBRUARY.

S.S. Tean will sail hence for Manila on 1st February and S.S. Taming sails from Manila on 15th inst. for Hongkong. Special reduced return fare of \$50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and THIRTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Lian, Chinhua) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 14th January, 1910.

9

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
LAIRO	1540	R. Rodger	MANILA	SATURDAY, 15th Jan, at Noon.
LAIRO	1540	A. Fraser	"	SATURDAY, 22nd Jan, at Noon.

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th January, 1910.

11

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CAEMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON... £35

A Stowage and fully qualified Doctor are carried.

N.B.—"Pembroke" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For

Steamers

Leaves

TACOMA VIA MOJI, KOBE, AND YOKOHAMA

Do.

"SEATTLE MARU" Capt. T. Sato

"CHICAGO MARU" Capt. T. Sato

FRIDAY, 21st Jan, at Noon.

WEDNESDAY, 23rd Feb, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For

Steamers

Leaves

TAMSUI & SWATOW & AMOY.

ANPING via SWATOW and AMOY

SHANGHAI via SWATOW, AMOY and FOOCHOW

"DAIGI MARU" Capt. H. Murayama

"SOSHU MARU" Capt. I. Sugi

"BUJUN MARU" Capt. Y. Fuseno

SUNDAY, 16th Jan, at 10 A.M.

WEDNESDAY, 19th Jan, at 8 A.M.

THURSDAY, 27th Jan, at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 13th January, 1910.

T. ARIMA, Manager.

14

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS

SAILING DATES, 1910

MARSEILLES, LONDON, ANTWERP, SINGAPORE, PENANG, COLOMBO AND PORT SAID

"KAMO MARU" Capt. F. Sommer

"ABU MARU" Capt. K. Sato

"MISHIMA MARU" Capt. A. E. Moser

WEDNESDAY, 19th Jan, at Daylight.

WEDNESDAY, 2nd Feb, at Daylight.

WEDNESDAY, 16th Feb, at Daylight.

VICTORIA, B.C. & SEATTLE ("Kanagawa Maru" leaving Hongkong 5th Feb. due Kobe 15th Feb. connects)

"INABA MARU" Capt. R. Takeda

WEDNESDAY, 16th Feb, at Daylight.

VICTORIA, B.C. & SEATTLE ("Iyo Maru" leaving Hongkong 5th Feb. due Yokohama 15th March, connects)

"TAMBA MARU" Capt. C. H. Butler

WEDNESDAY, 16th March, at Daylight.

SYDNEY AND MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE

"YAWATA MARU" Capt. T. Sekine

"NIKKO MARU" Capt. M. Yagi

FRIDAY, 21st Jan, at Noon.

THURSDAY, 17th Feb, at Noon.

NAGASAKI, KOBE and YOKOHAMA

"NIKKO MARU" Capt. M. Yagi

WEDNESDAY, 19th Jan, at Daylight.

KOBE and YOKOHAMA

"HITACHI MARU" Capt. N. Mathieson

SATURDAY, 22nd Jan, at Daylight.

SHANGHAI, MOJI and KOBE

"MOYU MARU" Capt. J. C. Richards

SATURDAY, 20th Jan, at Noon.

BOMBAY, VIA SINGAPORE and COLOMBO

"YETOROFU MARU" Capt. K. Soyeno

TUESDAY, 23rd Jan, at Noon.

Fitted with new System of wireless telegraphy. † Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUBOMOTO, Manager.

15

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"OAPRI."

Captain Dini, will be despatched as above TO-MORROW, the 15th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 14th January, 1910.

16

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship

"CARDIGANSHIRE."

Captain W. O. Tyers, will be despatched as above on 16th January, at Daylight.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 6th January, 1910.

17

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE."

Captain R. Hayes, will be despatched as above on 29th January.

See Special Advertisement.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 14th December, 1909.

18

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing Date

Oceanic

Kashiki

Aymere

4,657

6,232

4,393

F. W. Davies

J. Mathie

J. Boyd

10th Feb.

10th March

7th April

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

ARLUM EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DO WELL & CO., LIMITED, General Agents.

Jacobs Buildings, Hongkong, 13th January, 1910.

19

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 14th Jan., 1910.

20

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 17th December, 1909.

21

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 22nd January, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Madras*, 9,621 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *India*, due in London on 5th March, 1910.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIS & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CL. SING. QUOTATIONS
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,007,810	Interim of 2 1/2 for account 1909 @ ex 1/98 = \$12.72	4 % \$51,000 sales London £93.5/-
National Bank of China, Limited	90,925	7	26	\$4,000 \$10,000	\$30,552	\$2 (London 3/6) for 1909	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,181 \$102,790 \$185,000	none	\$10 for 1908	7 % \$745 sellers
North China Insurance Company,	10,000	15	25	Tls. 227,000 Tls. 115,253 Tls. 148,183 \$100,000	Tls. 207,573	Final of 7/8 making 15/- for 1908	Tls. 112 1/2
Union Insurance Society of Canton	12,400	\$150	\$100	\$1,200,000 \$120,148 \$105,240 \$682,609	\$2,464,991	Final of 3/4 making \$17 for 1907 and interim of 1/2 for 1908	1 1/2 % \$905 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$40	\$1,000,000 \$294,405 \$199,264	\$7,7637	\$12 and bonus \$3 for 1907	7 % \$130
FIRE.							
China Fire Insurance Company,	70,000	\$100	\$10	\$1,000,000 \$438,605 \$138,301	\$375,341	\$6 and bonus \$3 for 1907	7 % \$118 sellers
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$1,431,173	1368,111	\$27 for 1907	7 1/2 % \$370 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$7,000	\$1,085	\$1 for 1906	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000	Nil.	\$1 for year ending 30.6.1908	\$53
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$677,500 \$119,267 \$22,645	\$27,170	Interim of 1/2 for account 1909	7 1/2 % \$32 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$10,000	113,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3.154	\$63 buyers
Do. (Deferred)	60,000	45	45	\$10,000	113,755	Final of 2/- for 1908 and interim of 1/- for 1909	65/-
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$10,000	168,817	\$1.50 for year ending 10.4.1909	4 % \$26 buyers \$148
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000	\$3,121	\$2.50 for year ending 10.4.1909	3 1/2 %
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$56,848	Dr. \$1,756	\$5 for year ending 31.12.08	3 1/2 % \$158
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$135,891 Tls. 6.02	\$5 for 1897	\$27 sellers Tls. 355 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	16,100,000	Dr. \$135,891 Tls. 6.02	Tls. 10 for year ending 31.8.9	
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,000,000 \$1,000,000	48	Final of 1/8 making 3/- for 1909	7 % Tls. 18 sellers \$10
Headwaters Mining Company	60,000	10	10	none	none	First year	
Raub Australian Gold Mining Company, Limited	150,000	10	10	none	Dr. 2,192	No. 11 of 1/- = 38 cents	\$6 sellers
DOCKS, WHARVES & GODOWNS.							
Feinwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$4,500 \$550,000 \$25,806 \$40,000 \$88,442	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55 1/2	\$50	\$122,000 \$12,000,000	\$10,102	None	\$59 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	Tls. 12,000	\$345,162	Interim of 1/2 for account 1909	\$50 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 60,257 Tls. 50,000 Tls. 185,000	Tls. 6,261	Interim of Tls. 2 1/2 for 1908	6 1/2 % Tls. 72 1/2 ex d
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 185,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers \$15 sales
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$24,041	\$1.20 on old and 60 cents on first new issue	\$18 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$608,977	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$17 new buyers \$102 buyers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$5 1/2	\$1 1/2	\$250,000	\$26,475	Interim of 3/4 for account 1909	6 1/2 % \$8 1/2 sales \$30 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$281,174 \$41,801	\$5,486	60 cents for 1908	7 1/2 % \$8 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$178	\$1 1/2 for 1908	5 % \$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,533,045 Tls. 100,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 100,000	\$1,068	Interim of 1/2 for account 1909	8 1/2 % \$14 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 1,000,000	12,991	Tls. 11 for year ending 31.12.09	8 1/2 % Tls. 130 buyers \$6 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	\$1,000,000	\$9,553	5 cents for year ending 31.7.08	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 31.2.06	Tls. 75
Liau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 8,829	Tls. 4 for 1908	Tls. 101
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 1,173	Tls. 15,911	Tls. 5 for 1906	Tls. 425
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	1,748	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	Nil.	\$1.20 for 1908	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$62,138	50 cents for year ended 28.2.06	\$6 buyers
Do. (Special Shares)	30,000	\$1	\$1	none	\$3,407	80 cents for 1908	8 1/2 % \$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000	\$1,891	\$1.20 for year ending 31.7.09	8 1/2 % \$16 1/2 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$1,756	Interim of 35 cents for account 1909	10 % \$7 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$13,000	\$670	8 cents for year ending 31.12.08	8 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000			
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$5195	\$1 a bonus 20 cts. for year ending 29.2.09	6 % \$20 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$7616	Interim of \$1 for account 1909	10 % \$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000	\$3790	Interim of \$1 for account 1909	8 1/2 % \$123 sales
Maatschappij tot Exploitatie van Landbouw Plantage in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 61,924	Tls. 36,682	Final of Tls. 1 1/2 and bonus of Tls. 7 1/2 for 1909	Tls. 940 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	\$10,000	\$1,204	80 cents on fully paid share and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 % \$13 1/2
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	None	3 1/2 % \$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 7,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 135 sellers
South China Morning Post, Limited	6,000	\$15	\$15	none	Dr. \$56,602	None	\$23 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$63	40 cents for year ending 31.5.09	7 % \$21
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.05	5 % \$10 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$4,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$12 buyers
Watson (A.S.) & Co., Limited	90,000	\$1 1/2	\$1 1/2	\$300,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$7
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$3 sellers
RUBBERS.							
Allagar Rubber Estates	750,000	2 1/2	2 1/2	none	none	None	5/- buyers
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	none	none	Interim of 1 1/2 % for account 1909	17/6 sellers
Balgownie Rubber Estate, Limited	20,000	\$1	\$1	none	\$11,05	20 % interim for 1909	\$85 buyers
Castlefield Rubber Estate, Limited	31,650	\$1	\$1	none	2,120	20/6 for 1909	60/- sales
Damansara (Selangor) Rubber Co.	11,000	\$1	\$1	none	none	None	20/- buyers
Golconda Malay Rubber Co.	8,000	\$1	\$1	none	none	None	20/- buyers
Highland & Lowland Para. Rubber Co. (fully paid)	187,454	\$1	\$1	none	28,784	7 1/2 % interim for 1909	20/- buyers
Do. (contributory)	125,541	\$1	\$1	none	none		20/- buyers
Kamuning (Perak) Rubber Tin & Co.	950,000	\$1	\$1	none	none		20/- buyers
Do. (contributory)	105,000	\$1	\$1	none	none		20/- buyers
Kuala Lumpur Rubber Co., Limited	180,000	\$1	\$1	none	180	20 % for year ending 31.6.08	20/- buyers
Linggi Plantations, Limited (ordinary)	900,000	\$1	\$1	none	none	Interim of 40 % = 2/- for account 1909	20/- buyers
Do. (7 1/2 % pref.)	10,000	\$1	\$1	none	none		20/- buyers
Ledbury Rubber Estates, Limited	6,000	\$1	\$1	none	none		20/- buyers
Do. (contributory)	40,000	\$1	\$1	none	none		20/- buyers
Sagga Rubber Company, Limited	20,000	\$1	\$1	none	none		20/- buyers
Sandycroft Rubber Company, Limited	50,000	\$1	\$1	none	\$1,275	Interim of 60 % for 1909	20/- buyers
Sekong Rubber Company, Limited	50,000	\$1	\$1	none	2830	3 % for 1908	20/- buyers
Shelford Rubber Estate, Limited	65,000	\$1	\$1	none	none	None	20/- buyers
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	20/- buyers
Sungei Chok Rubber Estate Company, Limited	45,000	\$1	\$1	none	none	None	20/- buyers
Sungei Kaper Rubber Company	110,000	\$1	\$1	none	23,445	7 1/2 % interim for 1909	20/- buyers

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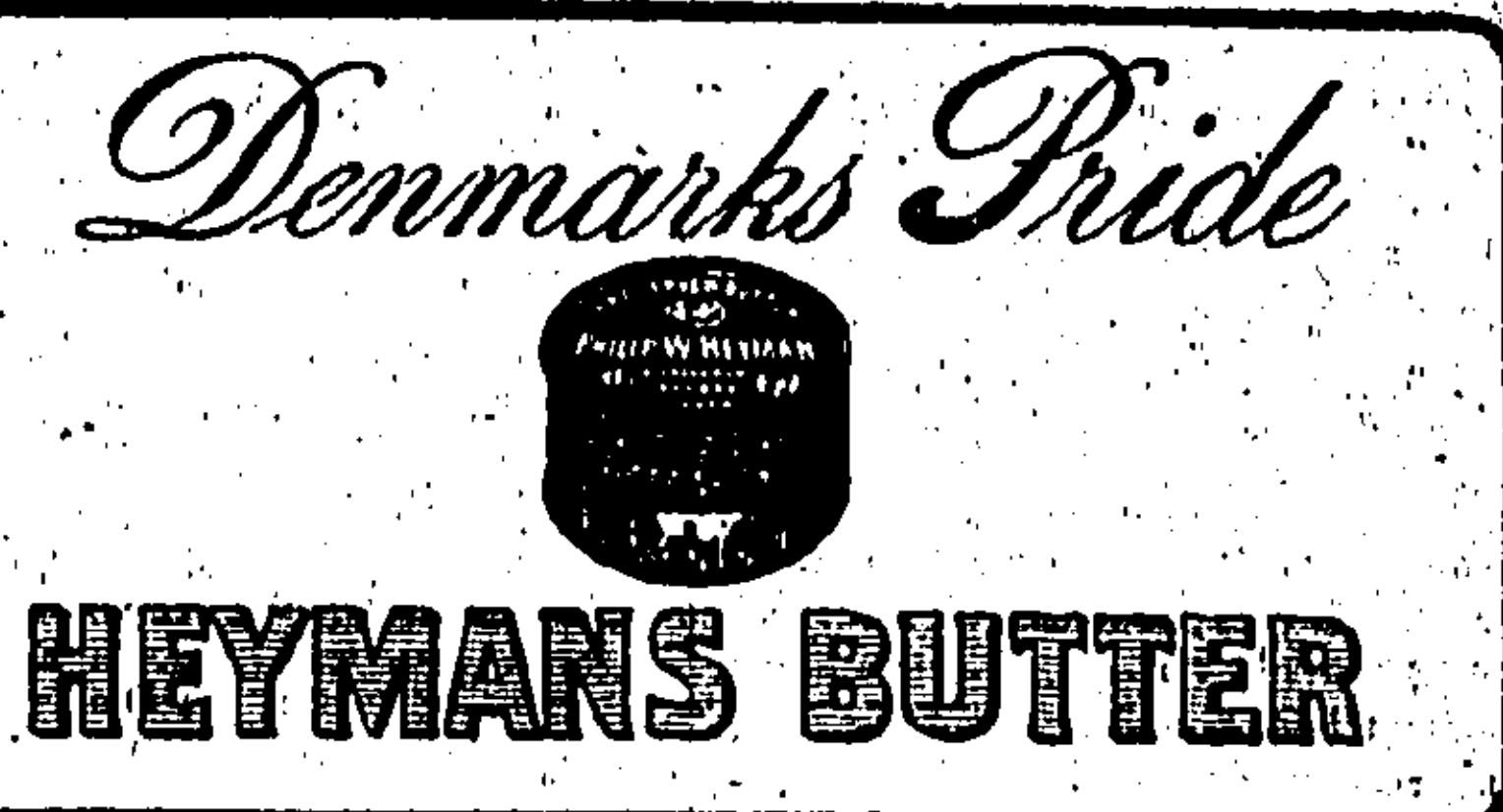
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